



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Destin, FL	<b>Accident Number:</b>	ERA10FA342
<b>Date &amp; Time:</b>	07/02/2010, 1219 CDT	<b>Registration:</b>	N92778
<b>Aircraft:</b>	NORTH AMERICAN AT-6	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot was giving airplane rides to his family members when the accident occurred. Witness interviews and global positioning system (GPS) data revealed that the pilot was performing lazy-eights, over water, about 1 mile south of the beach. The airplane descended to an altitude of 355 feet, reversed course from east to west with its "smoke on," and increased groundspeed to 184 knots. The airplane then climbed to about 1,200 feet and completed three lazy-eight turns. During the third turn, at an altitude of 1,254 feet, the airplane's groundspeed slowed to 66 knots. The airplane stalled and completed a one-half turn spin. The pilot recovered from the spin and was in the process of recovering from the ensuing dive, when the airplane impacted the water. Two of the witnesses were experienced in the accident airplane make and model. They were surprised that the pilot was performing maneuvers low over the water, as the water did not provide any ground reference with regard to altitude, position, or horizon. They also expected the airplane to be about 3,000 feet, while maneuvering, as that make and model airplane needed "significant altitude" to recover from a stall or spin. Examination of the wreckage did not reveal any preimpact mechanical malfunctions.

## Flight Events

Maneuvering - Aerodynamic stall/spin  
Uncontrolled descent - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate airspeed while maneuvering, which resulted in an aerodynamic stall and spin. Contributing to the accident was the pilot's improper decision to perform the maneuvers at a low altitude and over water.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - F

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1924 hours (Total, all aircraft), 500 hours (Total, this make and model), 104 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	NORTH AMERICAN	<b>Registration:</b>	N92778
<b>Model/Series:</b>	AT-6	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Timothy McDonald	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	R-1340
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	DTS, 23 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	6 knots, 70°
<b>Temperature:</b>	29°C / 23°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Destin, FL (DTS)	<b>Destination:</b>	Destin, FL (DTS)

## Airport Information

<b>Airport:</b>	Destin-Fort Walton Beach (DTS)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Robert J Gretz	<b>Adopted Date:</b>	06/20/2011
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76512">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76512</a>		

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